

PROJECT TITLE

I-205/I-580 Truck Separation Facility and Climbing Lane In San Joaquin and Alameda Counties

2004 ITIP Funding Need: No New Funding
Continue \$0.93 M for PA&ED from 2002 STIP



Project Location: In San Joaquin and Alameda Counties on I-205/I-580 at the Altamont Pass

Co/Rte/KP/PM: SJ/I-205/PM L0.0-L1.88
ALA/I-580/PM 0.0-8.33

Project Description: Construct a two lane separated truck climbing facility in the westbound direction.

Project Scope: From .5 miles east of Mountain House Parkway to the Greenville Road undercrossing, separating trucks from mainline traffic on the westbound grade and over the Altamont Pass. Project includes a slip ramp connection from the I-580 flyover structure dedicated to trucks through SHOPP project

EA 10-470800 at the 580/205 interchange. This is The second of stage to extend the truck lane over the Altamont Pass summit (Stage 1 is the SHOPP project, which is fully funded and set for construction FY 03-04).

Engineer's Estimate: \$ 69.8 million

Existing Funding: \$930,000 PA&ED

Project Schedule:

PA&ED	07/08
PS&E to HQ	09/10
R/W CERT	11/12
RTL	11/12

PROJECT INFORMATION

Purpose & Need for the Project:

This project is being jointly proposed by Districts 4 and 10. It improves the ITSP Gateway, and meets the Global Gateway Development Program under several criteria. The I-205/580 Altamont Pass is the most important transportation connection between the Central Valley and Bay Area. It is a critical route for interregional and recreational travel and is the top priority link for commerce and freight movement for these two regions of the State. Although the corridor has high overall volumes (currently 123,000 ADT), 14% to 20% of this total is trucks. The ability to move freight in a reliable and efficient manner is vital to the concentrated warehouse, distribution, logistics uses, and to the Port of Stockton as well as to truck/rail intermodal facilities located within close proximity of the eastern base of the Altamont Pass. 80% of manufactured goods produced in San Joaquin County are moved through this corridor.

Project Need:

Altamont Pass is a 3-4% extended grade westbound, and is currently operating over capacity. Operational conflicts for slower moving trucks merging with higher speed vehicles also exist in the vicinity of the 205/580 interchange, at the initial point of ascent on the grade. Freight intended for just-in-time delivery whose product relies on the added value of speed in delivery, or which needs to be at the Port of Oakland when the gates open, find ever increasing congestion and incident related back-ups a major liability when moving through the corridor. Ten year travel projections for the Altamont Pass indicate significant, extended peak period congestion, with extreme prolonged congestion anticipated beyond this period. Year 2025 projected traffic volumes are estimated to be over 280,000 ADT with a high percentage of trucks. Over half the accidents on the westbound Altamont Grade are truck related. **Continuing this project in the program is critical to the preservation of right of way, especially in the Mountain House area of San Joaquin County.**

Project Purpose:

This project is the second stage of the planned improvements, which taken together will fully separate trucks for the length of the westbound climb and over the Altamont Pass. This facility will fully avoid operational conflicts due to merging traffic at the I-205/580 interchange, and allow trucks to separately navigate the 3-4% extended grade. The two lane facility allows faster moving trucks to pass slower freight haulers which have the greatest difficulty climbing the grade, and is also needed based on the heavy volume of trucks accessing the Bay Area on this route. The project is the largest of the three phases of the truck separator facility, potentially extending from the San Joaquin Valley to Greenville Road, relieving congestion for the entire Atamont section of I-205/I-580. It resolves a major choke point for freight in this priority gateway